W. T. EDNEY.

STAKE HOLDER FOR LOGGING AND PLATFORM CARS.

APPLICATION FILED FEB. 12, 1908.

911,555.

Patented Feb. 2, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

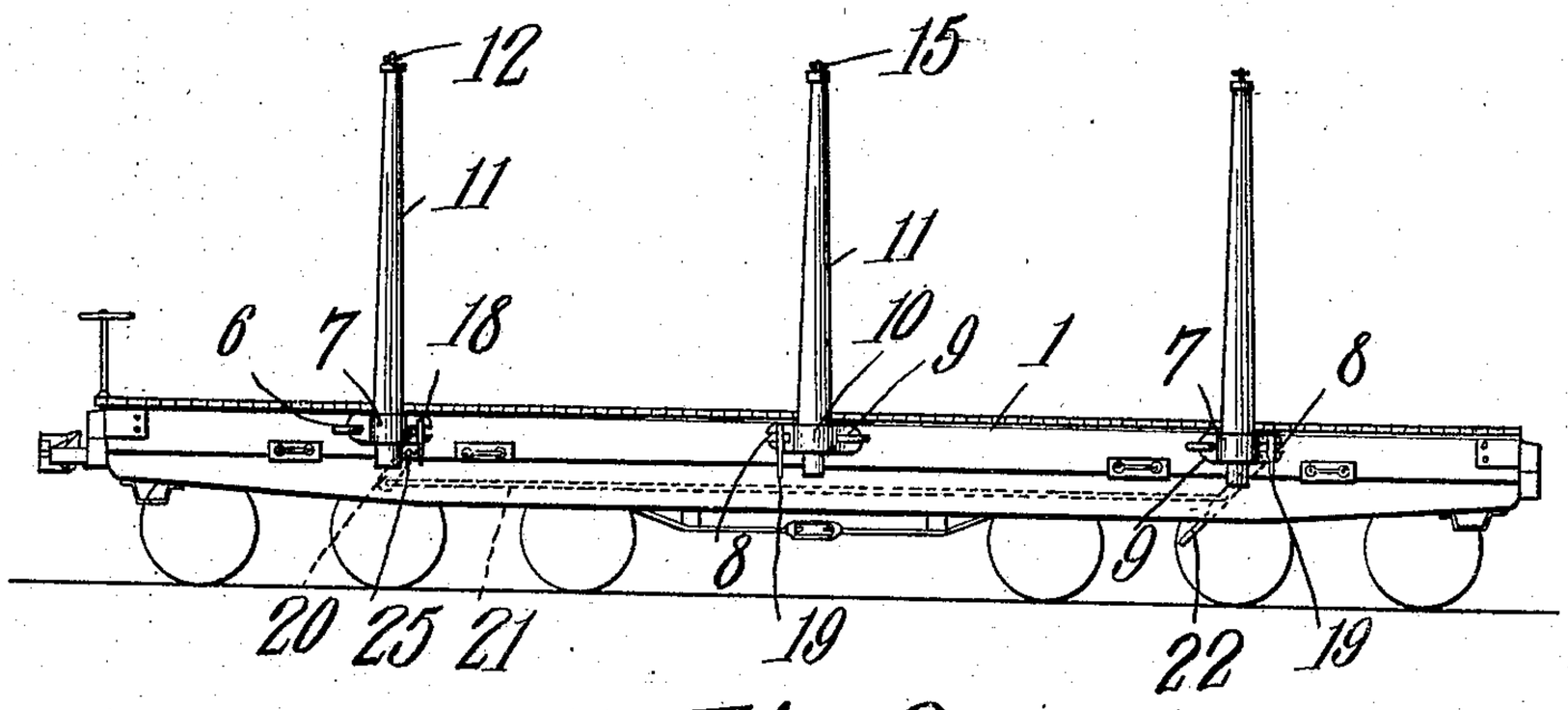
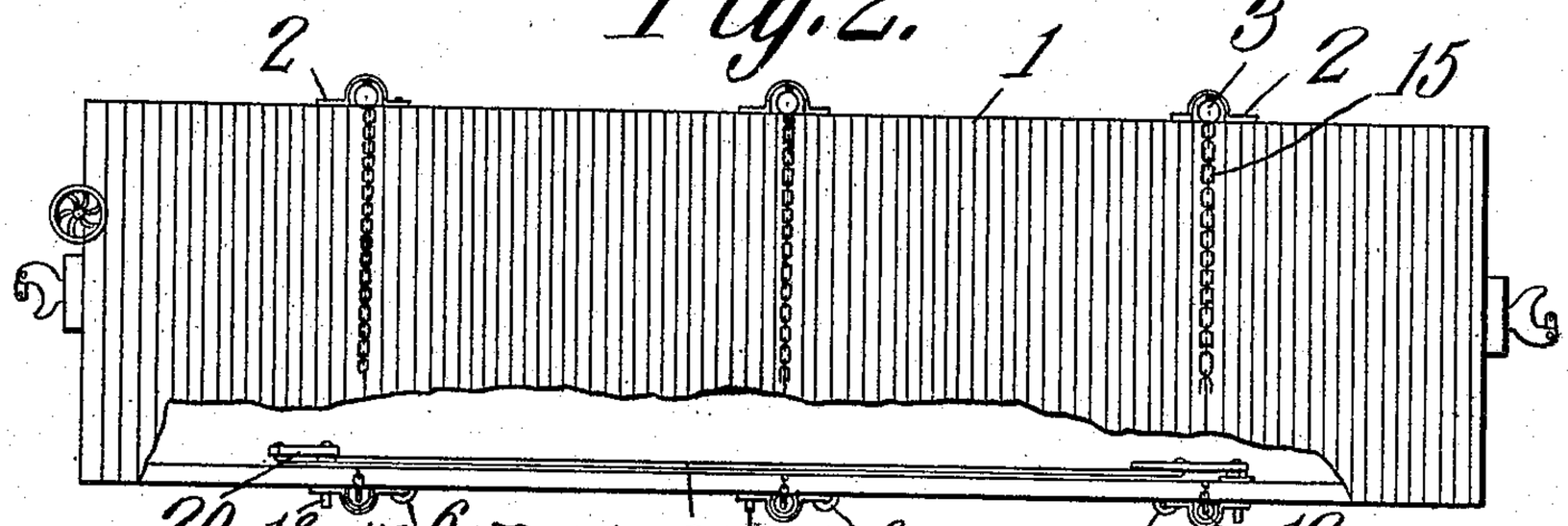


Fig. 2.



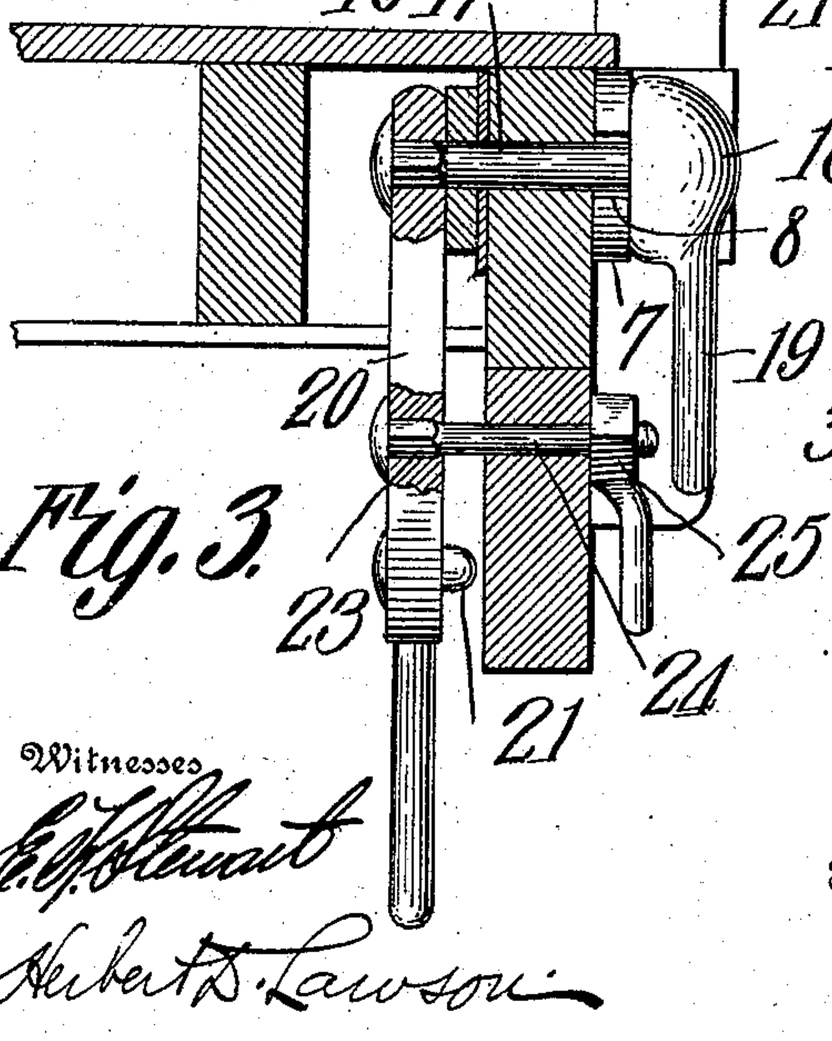


Fig. 3.

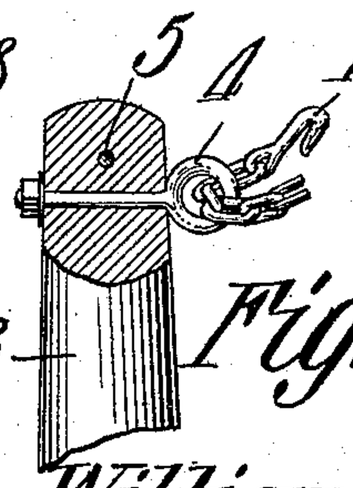


Fig. 4.

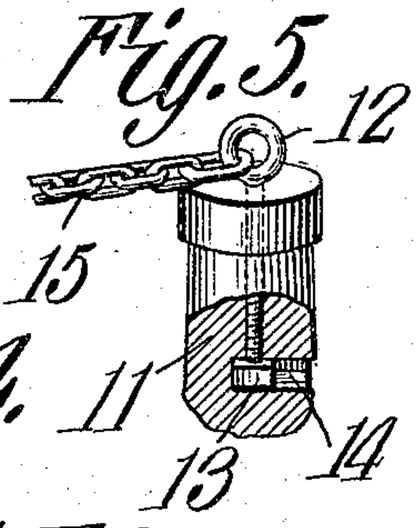


Fig. 5.

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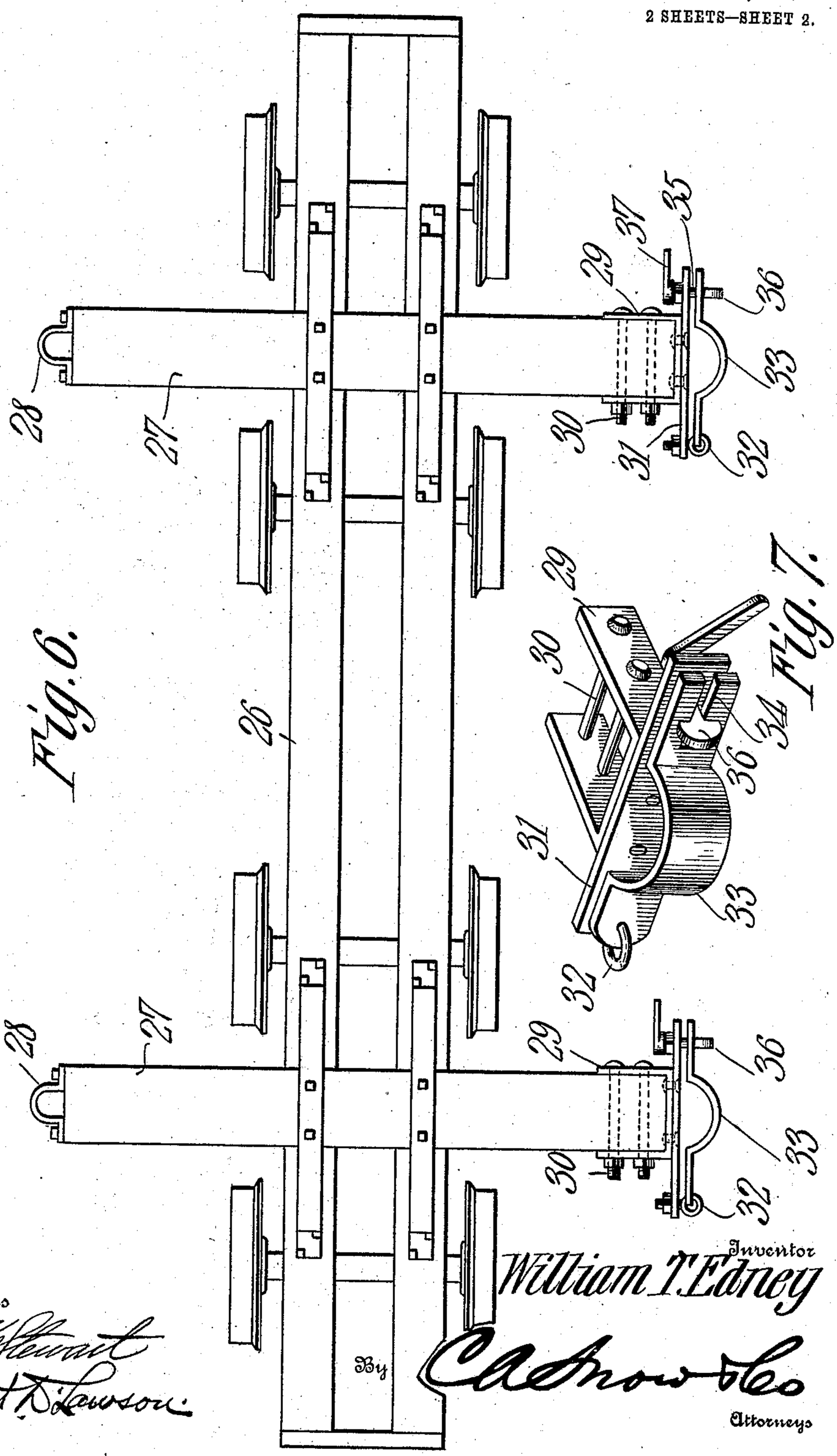

Fig. 6.

Fig. 7.

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UNITED STATES PATENT OFFICE.

WILLIAM T. EDNEY, OF FRANKLIN, VIRGINIA, ASSIGNÓR OF ONE-HALF TO CHARLES L. HUTCHINS, OF SUFFOLK, VIRGINIA.

STAKE-HOLDER FOR LOGGING AND PLATFORM CARS.

No. 911,555. Specification of Letters Patent. Patented Feb. 2, 1909.

Application filed February 12, 1908. Serial No. 415,625.

To all whom it may concern:

Be it known that I, WILLIAM T. EDNEY, a citizen of the United States, residing at Franklin, in the county of Southampton and State of Virginia, have invented new and useful Stake-Holders for Logging and Platform Cars, of which the following is a specification.

This invention relates to stake holders and its object is to provide simple and efficient means whereby stakes can be firmly and securely supported along the sides of either platform or logging cars.

A still further object is to provide means whereby a desired number of the stakes can be released simultaneously so as to free the load upon the car and permit it to be discharged from one side of the car, the stake holding means being so constructed as to present no obstruction to the movement of the load.

Another object is to provide means whereby the stake releasing mechanism can be locked against movement.

Another object is to provide simple and efficient means for fastening chains or flexible devices to the stakes.

With these and other objects in view the invention consists of certain novel features of construction and combinations of parts which will be hereinafter more fully described and pointed out in the claims.

In the accompanying drawings is shown the preferred form of the invention.

In said drawings: Figure 1 is a side elevation of a car embodying the present improvements. Fig. 2 is a plan view. Fig. 3 is a transverse section. Fig. 4 is a detail view of one of the stakes. Fig. 5 is a similar view of another stake. Fig. 6 is a plan view of a logging car and showing a modified form of stake holder connected thereto. Fig. 7 is a perspective view of the modified stake holder detached.

Referring to the figures by characters of reference, 1 designates a car platform of any preferred construction and to one side of which are immovably secured a plurality of metal retaining straps 2 designed to receive car stakes 3 which are detachably mounted within the straps. Extending through the stakes near their upper ends are eye bolts 4 and rivets 5 or other suitable devices are secured transversely within the stakes and above the bolts so as to prevent splitting.

Arranged upon the opposite side of platform 1 is a series of preferably three eye bolts 6 and loosely mounted upon each of these bolts is a strap 7 the free end of which has a slot 8 therein while the opposite end is rounded as at 9 for the purpose hereinafter stated. The intermediate portion of each strap 7 is bent outward as at 10 and designed to receive one end of a stake 11. These stakes are disposed directly opposite stakes 3 and have eye bolts 12 extending into their upper ends and engaging nuts 13 which are insertible in the recesses 14 formed in the stakes 11. Chains 15 are secured to the eye bolts 12 and are designed to be extended through the eyes of bolts 4 and fastened in any suitable manner as by means of hooks 16.

Revolubly mounted within one side of platform 1 and close to each strap 7 is a shank 17 having a button 18 at its outer end from which extends an arm 19 constituting a handle or lever. The shanks 17 of the end straps 7 have arms 20 secured to their inner ends and extending downward therefrom. The arms of these two end shanks are pivotally connected to a rod 21 and one of the arms 20 extends below the rod and forms a lever 22 designed to be grasped by the operator and swung backward or forward so as to simultaneously turn the end buttons 18. When these buttons are swung into alinement the slotted portions of straps 7 can be removed thereover and the stakes held by the straps will therefore be freed. The intermediate strap 7 is also provided with a locking button 18 but the shank 17 thereof is not pivotally connected to rod 21. The only way in which this button can be turned so as to release the strap is by grasping the handle 19 thereof.

In order that the end buttons 18 may be secured in engagement with the straps 7 an aperture 23 is formed in arm 20 and designed to receive a bolt 24 which is extended through the side of the car platform and preferably engaged by a wing nut 25.

When it is desired to arrange the stakes so as to hold a load of logs or the like upon the platform, the stakes 3 are inserted into the straps 2 and the buttons 18 are turned by means of lever 22 so as to permit the end straps 7 to be placed in engagement with the shanks of said buttons. The buttons are then turned so as to extend transversely

of slots 8 and arm 20 is fastened by means of bolt 24. The middle strap 7 is also fastened in practically the same manner with the exception that its button 18 is manipulated solely by means of the handle 19. After the straps have been fastened in this manner stakes 11 are placed in engagement therewith and chains 15 may be fastened to the bolts 4 after the load has been placed on the car.

When it is desired to dump the load the operator turns the middle button 18 manually so as to release the middle stake 11. Bolt 24 is then removed after which the operator goes to one end of the car and pulls lever 22 until the end buttons turn sufficiently to release the end straps 7. The stakes 11 will thus be released simultaneously and the logs or other devices constituting the load will discharge from the side of the car. As soon as the straps 7 are released they swing downward out of the way of the logs and there is therefore no danger of the logs becoming caught upon the straps and partly sustained thereby. By rounding the pivot ends of the straps this danger is further eliminated. Should rod 21 or the arms 20 become broken the buttons 18 can be separately operated by means of their respective handles 19.

The foregoing description applies to the stake holder as used in connection with a platform car. If desired, however, the device can be used equally as well in connection with a logging car such as shown in Fig. 6. Referring to said figure, 26 designates a logging car having bolsters 27 of the usual arrangement and each bolster provided at one end with stake holders 28 formed of metal straps which are immovably fastened to the bolsters. The opposite ends of the bolsters are embraced by metal yokes 29 which are securely fastened to the bolsters by means of transversely extending bolts 30. Each yoke has a clamping plate 31 riveted or otherwise fastened thereto and secured to one end of this plate is an eye bolt 32 which engages one end of a strap 33 which is similar to the strap 7 hereinbefore described. This strap has a slot 34 in one end designed to receive a shank 35 having a button 36 at one end while a lever 37 is secured to its other end. When the button is turned into one position the slotted portion of the strap can be removed from position upon the shank but by turning the button in position at right angles to the slot the strap will be firmly held in place. With this construction the operation of the parts is exactly similar to that hereinbefore described.

What is claimed is:

1. The combination with a car structure; of a strap loosely connected thereto and having a slotted end, a revoluble shank disposed to be engaged by said end, means upon the shank for retaining the strap thereon, and a handle for turning the shank and the retaining means thereon.

2. The combination with a car structure; of a plurality of straps loosely connected thereto, said straps having slotted ends, shanks revolubly mounted upon the car structure, and disposed to support the slotted portions of the straps, buttons upon the shanks for retaining the straps, and means for simultaneously rotating the shanks to release the straps.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM T. EDNEY.

Witnesses:
JAS. M. WALKER,
WM. F. SALTER.